OREGORY'S CALIFORNIA PACK-

**ARE REDUCED.—Through Line for SAN FRANCISCO, via. Chagres, direct, and by the U.S. Mail Steamers on the Pacific. The new and spiendid steamship CHEROKEE, 1300 tuns burden, Henry Windle, Commander, will leave her dock, pier No. 4 North River, for Chagres direct, on Tuesday, Nov. 26, at 3 o'clock. Passengers by the Cherokee will find comfort and accommodations unsurpassed by any other steamer, and will be sure to connect with the favorite steamship TENNES-SEE, at Panema.

REDUCED RATES OF FARE TO CHAGRES.

Baloon State Rooms.

Steer Sancy State S

each month, for Chagres. A third boat will also be kept in New-York as a spire steamer.

The new steamships CARIBBEAN and PHILADEL-PHIA will form a direct line between New-Orleans and Chagres, leaving at such periods as will insure as linic detention as possible on the Isthmus, and forning, with the Pacific steamships, a THROUGH LINE to and from New-Orleans and ports in Mexico, California and Oregons.

THROUGH TICKET'S for any month can be secured on application to the Company, 54 South-st, New-York. Application for passage from New-Orleans should be made to ARMSTRONG, LAWRASON & CO. Agents, at that place.

CHAGRES, STHMUS HOTELS.
CHUCKS, AND FANAMA.
THE IRVING HOUSE, at Chagres,
Wallace W. Williams, confend by Hard Market Wallace W. Williams, assisted by Hagh Miller.

THE PANAMA RAILROAD HOTEL, at Gorgona, under the management of A. B. Miller and J. F. Conger.

THE AMERICAN HOTEL, at Graces, under the management of E. R. Folger and H. Miller, Jr.

THE UNITED STATES HOTEL, at Panama, under the management of Adrian B. Miller.

New-York, Oct. 31, 1850.

TRAVELING.

TRAVELING.

NEW-YORK & NEW-HAVEN RAILROAD.—On and after Monday, October 14, the follows
the trains with tense me Ganalest Station, near Broasdway.
Passer gers also received at the New-York and Harlem
Realroad Office, Twenty-seventhes.

1. Accommodation Train at 10 a.M. for New-Rochella
Mannaroneck, Ree, Port Chester, Greenwich, Stanford, Darier, Norwalk, Westport Soutipport, Fairfield Bridgeport,
Rutait ru, Mulord solo New-Haven. Passengers from the
Way Stations for Albany, and the Stations on the Housatoule
way Nangatuck Raifroads will take this train and suppat
Bridgeport Passengers from May-Stations for Bostone Provbirace. Worcester, Hartford, Springfeld and Counsectical
Raver Raifroads will take this Train and suppat
Bridgeport Passengers from the Way-Stations for
Hameler, Cheshite. Southington, Painville, Farmington,
Avon. Partiville and Collineville, will take this Train and
the text of the suppart of the Collineville, will take this Train and
the text of the suppart of the Collineville, will take this Train and
the text of the suppart of the Collineville, will take this Train and
the text of the suppart of the Stations of the May-Stations for
Hameler, Cheshite. Southington, Painville, Farmington,
Avon. Partiville and Collineville, will take this Train and
the text of the suppart of the Stations of the Real Railroad and Stations. Passengers to May Hameler, Amy, Housatome and Natigation Railroad,
New-Yorks. The BadGAGGE at the risk of the owners and Mangleton, Hartford,
Springfeld, or at any Station where the Express Train
for Stations on the Hartfors and New-Haven Railroad, will remain over at New-Haven and supparts of the Stations of the Passengers by this
Train for Stations on the Hartfors and New-Haven Railroad, will remain over at New-Haven that the Stations of the Passengers of the Stations of the Stations of the Railroad, New-Haven and Stations of the Stations of the Passengers by this
Train for Stations on the Hartfors and Ne

the intermediate Stations
6. Commutation Train at 5 P.M. for Bridgeport and intermediate Stations.
1. Commutation Train at 6 10 A.M. from Bridgeport, stoppling at all the intermediate Stations.
2. Accommodator Train at 7 A. M. for New-Haven,
stopping at all intermediate Stations, receiving passengers
from Naugatuck Rairoos at Bridgeport.
3. Accommodation Train at 9 40 A.M. from New-Haven,
stopping at all intermediate Stations, receiving passengers
from Hartisrd and New-Haven, Canal Rairoost, and Naugaluch, Bairoost.

ainch Bailreac

4 Express Train at 140 P.M. (in consection with the Express Train from Boston) from New-Haven, stopping at Bridgeport and Stamford, receiving passengers from the Household Railroad affectioning passengers from the Household Railroad affectioning passengers from the Accommodation Train at 430 P.M. (receiving passengers from the Accommodation Train from Boston) from Rew-Haven, stopping at all intermediate Stathons.

8 Express Train at 8 10 P.M. (or in connection with Express Train at 8 10 P.M. (or in connection with Express Train from Boston), stopping at Bridgeport, Norwalk and Stamford, arriving in New-York at 11 30 P.M. Evening Train from Boston Connects with his Train at Bridgeport, Fassengers are requested to procure tickets before taking the state of the Cara.

[17] I. B. B. MASON, Sup'l.

CHANGE OF LOCATION .- On and Carter 12 o'clock Thursday Nov. 14th, all Freights for Bridgeport, Homsatonic and Naugatuck Redroads, will be received at the NEW YORK AND NEW-HA-YEN RATHROAD DEPOT, (in Walker-st.) instead of foot of Market-st. as hardinors. of Nurselest as hereinforce.

P. S. No Stemmbout in connection with the Railroads after the above date.

n13 2w*

CALIFORNIA

FURST VESSEL FOR SACRAMENTO CITY DIRECT—The flow ell sper bark GULLALE O'CIOCK A Manuarive at Boston at 5 o'clock P. M.

Alsociock A M and arrive at Boston at 5 o'clock P. M. Dinner at Springfield.

Also clock A M. arrive at Boston at 111 P. M. By this Train passengers may slop from two to three hourseat New-Haven, Hartond, or Springfield or at any Station where the Express Train receives passengers.

Alsociock P. M. arrive at Boston at 113 P. M. Supper at Springfield. This Train receives passengers only at the principal Stations. See this of all the Train.

Passengers are desired to procure traits before taking sents in the Curs.

R. B. MASON, Superintendent.

WILLIAMSPORT AND ELMIRA

WILLIAMSPORT AND ELMIRA

Company held on the Sin day of November, 1805, the following gentlemen were sponded Commissioners to ollowing gentlemen were sponded Commissioners to ollowing sentendent.

Jordan S. A. Rickertson, See y. A. Rickertson, See y.

BYLW VOEK and ERIE RALLROAD.

R. H. Winslow. [DELRY] A. ROBERTSON, Sery.

NEW-YORK and ERIE RAILROAD—
NEW ROUTE to BUPPALO and the WEST—Fall
Arrangement.—Leave New-York for Singhamton Elmira,
Corning, Hornellaville, Geneva, Rochester, Buffalo and itsbermediate places daily by steamboas THOMAS POWELL
ato ERIE, from pier foot of Duance-et as follows
Breakinst and supper on board the boats.
EXPRESS TRAIN at 7.4 M. stopping only at Sufferna,
Ghester, Gosleen, Middletown, Port Jervis, Narrowsburg,
Hancock, Deposit, Lanesboro, Binghanton, Owego, Waverley. Elmira and Jefferson, arriving at Geneva at 10 P M.
Passengers for Rochester, Buffalo, &c. can lodge at Geneva, and taking the Express Train from Albany next morning,
arrive at Rochester and Buffalo at the same time as passed
gers via Albany, with the advantage of a night? rest at Geneway and Mail Train—At 7.4 M. stopping at all the
stations arriving at Corning the same evening at 10 15 och
Way Train at 4 P.M. for Otsville and all intermediate
stations.

Managers and Agents, 160 Feather, correct of Wall.

PS.—Shippers by this Express the Beaution of the Section 1912.

For Section of the Section of the Control of the Section 1912.

For Section of the Se

omthe arunited
pror BOSTON, via NEWPORT and
pror BAYSTATE and EMPIRE STATE, of great strength
and specified and superior steamsteam and the will
go and
the will
y after
ports
the steamer EMPIRE STATE, of great strength
and sound, running in connection with the Fall River and
Old Colony Rulfroad, a distance of 53 miles, to Boston only
Leave pier 3 N.R. near the Battery.
The steamer EMPIRE STATE, Capt. Bend. Brayton, on
These steamer EMPIRE STATE, Capt. Bend. Brayton, on
This line is the only one that runs direct for Newport.
This line is the only one that runs direct for Newport.
These steamers are fitted with commoditions state-rooms
and every arrangement for the security and comfort of passengers, who are afforded by this route a might's rest of
starting of the accommoditation train at a quarter before
2 of clock, A M. which reaches Boston at about 90 clock, A.M.
A baggage-master is attached to each steamer, who re
evers and tickets the baggage, and accompanies the same
to the decimal of the security of the securi

ceives and lickets the baggage, and accompanies the same of its destination.

The rates for passage and the price of state-rooms the same as by other lines.

A steamer runs in connection with this line to and from Frovidence, daily, except Studays.

Freight to Boston is taken at the same rates as by the other regular lines, and forwarded with greater expedition by an Express felicht train, which leaves fail River every morning (Sunday excepted) at 8 o'clock for Boston and New-Bedford, arriving at its destination at or about 11 A.M.

For freight apply on board, or at the office on Fier 3 N.R.

For state-rooms or berths apply on board, or if it is desired to secure them ahead, application may be made to jeley TISDALE & BORDEN, agents, 7e and 71 West-st.

Central Railroad of New Jersey.

WINTER ARRANGEMENTS.—
Commencing MONDAY, Nov. 4, 1850.—This Road
extends from ELIZABETHPORT 35 miles to the WHITE
HOUSE, N. J. reducing the staging between the terminus
of the Road and EASTON to 25 miles.

This line leaves New-York by steamboat Red Jacket,
pler No. I North River, and connects with trains on the
New-Jersey Railroad, which leaves New-York from foot
of Cortland-st.

TRAINS UP.—Leave New York New-Jersey Ramiona, which was the standard st.

TRAINS UP—Leave New-York by steamboat Red Jacket, pier No. 1 North River, at 11]A.M. freight, and at 4 P.M.
passenger, and by N. J. Rallroad, foot of Cortland-st. at 9
A.M and 4] P.M.

Trains leave White House and following places for New-

PARTY AND THE PROPERTY OF THE

persenced. The route being the shortest and most direct between Boston and New-York, passengers are enabled to arrive in ample time for the morning lines of steamboats and railroads raming to various points from those cities. The 4 VANDERBILT will leave New-York on Tuesday, Thursday and Samrady. Leave Stonington on Monday, Wednesday and Friday. Leave Stonington Tuesday, Thursday and Friday. Leave Stonington Tuesday, Thursday and Saturday.

and Saturday.

N. B.—Passengers, on the arriva of the steamers at Stochagton, proceed immediately in the splendid railroad carr to Providence and Boston. A bay agg-master accompanies each train to and from Boston. For passengaberths state-rooms or freight applications may be made to the Agenta on the wharf, and at the office, 10 Saturday.

NEW-YORK and CHARLESTON
STEAM, PACKET LINE.—New ARRANGEMENT.—
Steamship SOUTHERNER, CSpt. J. Dickinson, will continue her trips as follows:
From N York to Charleston. From Charleston to N.York.
Saturday, Nov. 9, 3 P.M.
Saturday, Nov. 9, 3 P.M.
Dec. 1, 3 P.M.
Saturday, Nov. 2, 3 P.M.
Saturday, Nov. 3, 3 P.M.
Saturday, No

Passage to SPOFFORD TILESTON & CO. 15 P.M. SPOFFORD TILESTON & CO. 25 P.M. SPOFFORD TILESTON &

Change of Lours, commencing Sept 23.

DAMAPO and PATERSON and PATLERSON and HIDSON RIVER RAILROADS.

Leave numeric objects
To clock A M
To clock A M
To clock P M
To clock A M
To clock A

SO'clock fane

FOR HUDSON & INTERMEDIATE

LANDINGS—The steamboat HUDSON, Cap. Wra. is Mellen, will leave the steamboat pur foot of Congret. R. Monday, Wednesday, and Friday, and the steamer COLUM-SIA. Cap. C. F. King, on Thresday, Thursday and Saurday, at 5 o'clock, counecting with the stages at Newburgh, Kingevon and Caskaill

HUDSON AND BERKSHIER RAILROAD—The passenger trains of this Road, after March 25, will leave Hudson and West Stockbridge daily, Sundays excepted; as follows:
Leave Hudson at 7-AM and 4 45 P. M. and West Stockbridge at 17-AM and 4 45 P. M. and West Stockbridge at 16 Mest Stockbridge at 16 Me

set the example
Through tickers from West Stockbridge to New-York 2:
5), and the same fare in returning. Passengers should recoltect that this fare includes berths, which is excluded in the
fares of other rotuce.
The trains from Hudson, both morning and evening, connect with the trains of the Western Rotals as heretholore

[35] 6m

[J. T. WATERMAN, Supa

J. T. WATERMAN. Supt.

J. T. WATERMAN. Supt.

L. UDSON RIVER RAILROAD.—

A NEW YORK to ALBANY, by Railroad and steadsanonis — NEW ARRANGEMENT. 1850.

On and after Monday, October 22th, 1850, the passenger
roats with run as follows. (Sundays excepted.) connecting
at Pourt keepsie with the fast-sailing steamers ALIDA,
ARMENIA and SOLTH AMERICA, unming to and from
ALBANY, and southing at the usual in tranchisate landings

LEAVE NEW-YORK, GOING NORTH.
From the Office in Hudson-at, near Chambers-st.
At 7. A. M.—For passengers to Poughkeepsie, stopping
at all the way stations

At 8. 15. A. M.—Express train for Albany, stopping all
Torkers, Dobbs Ferry, Dearman. Tarrytown, Sing-Sing,
Peckskill, Garrisen's, Cold Spring, Fishkill, New-Hamburgh, and connecting at Poughkeepsie with the AllMENIA or ALIDA, which will land at Hyde Park Kingston, Tivoli, Maider, Carskill, Hudson, Corsackie, and
Smycesant, and arrive at Albery at 3 P. M.

Al 12 M.—For freight and passet 30 P. M.

Al 12 M.—For Passengers to Poughkeepsie, stopping
at all the way stations.

At 4 P. M.—Express train for Albany, stopping as Man
At 4 P. M.—Express train for Albany, stopping as Man-

Al P. M.—For Passengers of Togothecyses opposite at all the way stations.

At 4 P. M.—Express train for Albany, stopping at Manhattanville, Yonkers, Dobbe' Ferry, Dearman, Tarrytown, Sing-Sing Peckskill, Garrison's, Cold Spring, Fisskull, New-Ban burgh and Milton Ferry, connecting at Poughkæepsie with the steamer SOUTH AMERICA, which will land at Byde Park, Kingston, Barrytown, Tivoll, Malden, Catskill, Hudson, Cox-ackie, Sunvesant and New-Baltimore, and arrive at Albany at 12 30 A. M.

At 5 P. M.—For passengers to Peckskill, stopping at all way stations.

At 7 A. M.—For New-York, stopping at all the principal was stations.

At 8 A. M.—For freight and passengers to New-York, stopping at all way stations.

At 11 45 A. M.—For on strival of steamer from Albany, which leaves there at 7 A. M. stopping at New-Hamburgh, Fishkill, Cold Spring, Garrison's, Peckskill, Sing-Sing, Tarrytown, Dearman, Dobbs Ferry and Yonkers.

At 3 P. M.—For New-York, stopping at all way stations.

At 6 P. M.—Or on arrival of steamer from Albany, waica leaves there at 1 P. M. stopping at all way stations, on signal.

CAMDEN AND AMBOY RAILROAD

LINE, FROM NEW YORK TO PHILADELP HIA—
One Line only will be run until firther notice—leaving New
York, from Pier No. 1 North River, foot of Batteey place,
daily, Sundays excepted, by steamboat JOHN POTTER,
Captain JOHN SIMPSON at 12 o'clock, for South Amboy,
where passempers will take the cars for Canden, stopping
at the usual intermediate places, and arriving in Philadelphia about 5 P. M.

FARE.

First Class Cars.

Sloc
Second Class Cars.

Leaves
Second Class Cars.

Leaves
EMIGRAPT LINE.

EMIGRAPT LINE
Leaves by steamer TRANSPORT, Capt. J. Gould, at
35 o'clock, P. M. Fere \$1,50. 50 ths. of bargage allowed
each passenger, to be carried at the risk of its owner, but
nothing will be received or considered as baggang except
wearing apparel.

EMIGRAPT LINE.

LEAVES MUSLIND OND FOR CHAR.

FOR SHREWSBURY, LONG
BRANCH, Ocean House, PORT WASHINGTON,
MOUNT'S and BROWN'S OCCAS, (Middletown,) and
RED BANK.—The well-known steamhoal JOHN HART'
Capt. A Haggerty, will leave west side of Peck-slip
Pier, East River, as follows:

| Capta | Capt

VEW ARRANGEMENT to BRIDGE-PORT-FARE 50 cts - On and after SATURDAY, NOVEMBER 16, 1850, the Steamer ROGER WILLIAMS, Capt. Charles Weeks, will leave New-York, foot of Marketst. E. R. every Tuesday, Thursday and Saturday at 3 o'clock A.M. Reiurning, will leave Bridgeport from the Railroad Dock every Monday, Wednesday and Friday at 8 o'clock A.M. Bridgeport and Railroad Freight taken at the lowest rate. For Freight or Plassage apply to the Captain on board or the Agent on the Whari. 16 im.

FOR BRIDGEPORT, via STRAT-

FOR KEYPORT and Fort Hamilton. The steamboat CHINGARORA leaves Chambers st. pier daily, (Sundays excepted.) at 2 P.M.; resurring, leaves Keyport at 9 A.M. landing at Fort Hamilton each way.

EW-YORK and STATEN ISLAND. M. Leave Whitehall at 9 and 11, A.M. and 2, 4 and 6, P. M. Leave States Island at 8 and 10, A.M. and 124, 3 and 5, P.M. DOUGHKEEPSIE LINE of BARGES.

BOUGHALEPSIE LINE O DANGER
The barge CLINTON Capt Wilnie, every Monday;
EXCHANG2 Lapt Rosezrana, every Thursday; POUGH,
EZEPSIE. Capt Hoffman every Saturday at 5 o'clorz.
PM from fout of Murray-at for passengers and freight
The above barges are eleganity furnished with statecoms and spacious and comfortable entires and are expressly fined up for the comfort and convenience of passengers, and arrive at Pourske-pass in tree for the market
to share. For Plu many New Airbor.

FOR EUROPE.

No erth secured ill pald for.
All interes and supers must bass brough the Post Office.
For Preight or Passage, having meeting accommodations for elegance or confort, apply of
The Stemer PACIFO will succeed the Amanta, and sail
December 21.

Donation of L. DRAPER, Jr. S. Boulevard, Monimarre, Paris

The owners of these ships will not be accountable for gold, silver, buillon, specie, leweiry, precious stones or metals, unless bills of lading are signed therefor, and the value thereof, therein expressed.

After the let of April next, the rate of freight by the above steamers will be materially reduced.

No berthsecured until paid for.
Freight will be charged on specie beyond an amount for personal expenses.
An expenses and proper on board.
All letters and now spapers must pass through the Post-

Office.
For freight and passage apply to
For freight and passage apply to
E. CUNARD, Jr. 33 Broadway.
French, German, and other foreign goods, received and
brought in common with British goods.
Through bills of lading are given in Havre for New-York.
After the 1st of April next the rate of freight by the
above steamers, from Liverpool, will be very materially
reduced.

12 If s

GALVESTON AND BRAZOS CA-CALVESTON AND BRAZOS CANAL-Proposals will be received by the undersigned
until the 15th December, for digging or excavating the proposed Canal from Galveston Bay to the Brazos River, acording to the pian and specifications as furnished by Major
Siein, Civil Engineer, on both the specifications—viz:
One for 50 feet wide at the water's surface, 41 feet at the
bottom, and 3 feet deep at low water. The other 60 feet
wide at the water's surface, 51 feet at the bottom, and 3 feet
deep at low water.

The plans and specifications are now ready for inspection at the office of J H. BROWER & CO. 45
South-st. New-York.
L. M. H. BUTLER, L. M. HITCHCOCK,
JOHN L. SLEIGHT, EDWARD HILL,
Galveston, Oct. 25, 1850. [n12 1D1*] Committee.

Galveston, Oct. 25, 1850. [812 ID14] Committee.

REMOVAL.—H. LUDWIG & CO.

respectfully inform their friends and the public in general, that they have removed their old established property. They have every variety of Type, and every facility of Steam Power Presses, to execute any order for Printing, from a Card to the most extensive Book, in the most extendition, neat and conomical manner.

They are also prepared to execute all kinds of printing in the German Language.

Specimens of their work can be seen at their office, 53 Vesty-st.

120 Util LINERY DRESS MAKING and

RSTABLISHED IN 1817.—BOUNTY
LAND obtained for Soldiers, or their Heirs, with
promptiess. Apply or address P. S. HOES, 55 Wallest,
successor to M. Myers. Old titles granted to Soldiers of
the War of 1812 purchased.

114 2497

From the Cherokee Nation. The National Council of the Cherokee Nation are now in session at Tablequa. Among the business transacted was the trial of Benjamin Wisner, Judge of the Saline District, before a Committee sitting as a Court of Impeachment, on charges of malpractice in office and neglect of duty. The charges were unanimously sustained, and he was dismissed from office, but not disqualified from holding office in reafter.

and he was dismissed from office, but not disqualified from holding office hereafter.

A bill is now in preparation for taking the census of the Cherokee people.

Young Puppy, a member of the National Council, died on the 23d of October. Both Houses of the National Council and the Supreme Court, adjourned until after the burying on the 24th.

The Cherokee Advocate publishes an account of an affray which took place near Evansville, from which we extract the following.

There were a number of Cherokees drinking: Andrew Adair with the crowd; Cah see-lah-wee asked the loan of fifty cents from Adair, to redeem

Andrew Adair with the crowd, Cah see lah wee asked the loan of fifty cents from Adair, to redeem a knife which he had pledged to the bar-keeper. He got the knife and advanced to Adair, sad he intended to kill him. Adair dodging, escaped the fatal blow, but was cut from the colar bone to the nipple, but dangerous. Adair then drew his pisted and shot him through—entering his abdomen near the navel, the ball lodging near his back bone. Cah see lah wee exclaimed, "I am shot—kill him!" His associates, Glory's sons, two in number, one of John Potatoe's sons, and two others, attacked Adair, cut him in several places, but he made his escape in the house, they followed him to the door; they then went back and fell on an innocent man named David Skon-nahtah-hee, who took no part in the afray, and killed him; cut him literally in pieces, and after he was dead one of the party broke a jug of whisky on his head.

Cali-see inh wee had been delivered to the au-Consecution with the control of the CHINA.

CHINA.

From the Boston Traveller.

A friend has handed us the first number of the "North Chura Herseld" (duted Aug. 3d), a newspaper published at Sharehae, the northernmost post of the Chinese Empire. In his opening address, the editor declares that the object he has in view is to benet, if possible, a thorough, "Leen scated conviction of the vast national importance to Great Fritain and the whole civilized world of the further development of the latent but wondrous resources of this mighty Empire."

"No botter evidence," he says, "can be addinced of the obvious necessity of a paper, than the fact that this place is now acknowledged to have spring up, within five years, to the rank of the fourth port in Asia, for the magnitude and importance of its trade, and yet it is only within the last four months that it has been brought into regular steam communication with Hong Kong, and, although late, we are happy to say, with a success (derived from the magnitude and great value).

duced of the obvious necessity of a paper, than the fact that this place is now acknowledged to have spring up, within five years, to the rank of the fourth port in Asia, for the magnitude and importance of its trade, and yet it is only within the last four months that it has been brought into regular steam communication with Hong Kong, and although late, we are happy to say, with a success (derived from the magnitude and great value of freights) unsurpassed in the annals of commercial enterprise, (with the sole exception of the El-Dorado, or Californian lines) at avowedly the dullest period of the year.

It must be apparent, that the enlightened spirit of commercial adventure, which it has hitherto been believed, would circumnavigate the globe, and penetrate its immost recesses, nor leave unexplored the most appalling and rigorous climes of the polar regions, where snows and ice perpetual reign, has been strangely neglectful of the most promising field for its profitable exertions, and this we are sure, is only owing to a want of knowledge, and absence of information with reference to the resources and capabilities of this port, which it shall be our duty to collect, and distribute throughout the world.

It requires no spirit of prophecy to predict that not the least important of consequences resulting from the astonishing mineral discoveries of California, will be the inevitable relations, which must in future exist between the most rapidly progressive nation of the world, and the most positively.

Ald Wood moved that all the papers unacted upon on the subject of safetined in the fiba-avenue, be laid on the allowing resolution, which must in future exist between the most rapidly progressive nation of the world, and the most positively.

Ald Wood moved that all the papers unacted upon on the subject of safetined to Committee on the 6th-avenue Railorad.

Ald Wood moved and the paper unacted upon on the subject of safetined in the fiba-avenue, be laid on the allowing resolution, which was referred to the Committ

throughout the world.

It requires no spirit of prophecy to predict that not the least important of consequences resulting from the astonishing mineral discoveries of California, will be the inevitable relations, which must in future exist between the most rapidly progressive nation of the world, and the most positively stagnant people on the face of the earth: the Anglo-Americans, and the Chinese."

In alloding to the advances.

In alluding to the advantages of the port of Shanghae, he says:

Shanghae is most admirably chosen, as the principle scat of commerce for the North, the West, and the whole interior of the empire; the Yantsze-keang, the noblest river of the world, which traverses the center of the kingdom (intersecting three of its largest provinces) and which communicates with that other splendid river, the Hoangho, (yellow river) by the means of the Grand Canal, is the main river into which the Shanghae river falls; one tide brings ships of the largest bur then from the ocean into harbor, and above thirty sails of European ships sometimes ride at anchor before this new and important mart, the center of civilization of the middle kingdom, and the only seat of perfectly free commerce with other naseat of perfectly free commerce with other na-

seat of perfectly free commerce with other had tions.

Shanghae, by its excellent central position as regards the Coast line, must, by its connection with all the principal water-courses of the country, command its inland trade throughout the length and breadth of the land. It is therefore most desirable, that the British Government should exert her influence at the Court of Peking, to extend the facilities of trade with the interior—to do away with the pernicious interference of

most desirable, that the British Government should exert ber influence at the Court of Peking, to extend the facilities of trade with the interior—to do away with the pernicious interference of local authorities, and to establish our commercial relations on such a firm basis that the enterprise and integrity of British and foreign merchants may have a tair and open field for their exertions, and become the promise of a far wider spread of civilization—refinement, science, arts and true religion—than has ever yet obtained in China since it became an empire.

Shanghae naturally possesses many advantages over the port of Canton; the latter, favorably enough situated, as regards the produce of the southern and maritime belt of Provinces, as far as Chekeang, is greatly impeded in her communications with the interior by a lofty ridge of mountains and by very great distances from the place of growth of both teas and silk, the chief exports of China, and physical impediments form an equal difficulty in the transmission of European manufactures into the interior for sale; added to these natural obstacles, is the turbulent disposition of the natives of the South. (It would have been well if in the late war some befitting example had been made of them, rather than have caused so much have and destruction among the towns of the Worth) Canton, notwithstanding its great physical disadvantages, had become by dint of necessity, as the only outlet for Chinese produce, during the strong pressure of political exclusion from all other places, the emporium of a large foreign trade, both to Europe and America; but no sooner was this compulsory restriction removed, than trade, like water, by a natural tendency, sought the nearest outlet and the shortest course to the point it wanted to attain.

The late Emperor of China, it is known, was disposed to abide by the trady with Great Britain. But the policy of the young Emperor in this respect is somewhat doubful. There are indeed reasons for believing that he has recalled to the Councils

Leaves by deaner TRANSPORT, and the related of the owner, but and the received or considered as languages except wearing appears.

STEAMSHIP OSREY for CHARListon's C.-C. The splends asseminated of the control of th DREADFUL CASUALTY AND EXTRAORDINARY

PRESENCE OF MIND.—One of the most extraord nary instances of injury, accompanied by firm ness and resolution that we have ever heard of ness and resolution that we have ever heard of, occurred about two weeks ago in the vicinity of Mechanicsburg, about 14 miles from Springfield, Ill. Mr. Thos. Baker, a brother of Hon. E. D. Baker, was driving a spirited horse in the prairie, when he stopped to adjust something, the horse took fright and started off. Mr. Baker fell forward of the wheels, and by some means one leg was fastened between the spring and axle, his body on the ground. In this position the frightened horse, at full speed, carried him about four niles, when he stopped. Mr. Baker had still presence of mind and strength enough to disengage his limb, although many of his bones were broken and his whole body mangled in a manner that baffles description. With great effort he managed to crawl to the horse, and with his knife cut him loose. Suffering intense agony, and carried that in his pain he might be induced to take his own life, he threw away the knife. In ened horse, at full speed, carried him about four niles, when he stopped. Mr. Baker had still presence of mind and strength enough to disengage his limb, although many of his bones were broken and his whole body mangled in a manner that bailles description. With great effort he managed to crawl to the horse, and with his knile cut him loose. Suffering intense agony, and fearing that in his pain he might be induced to take his own life, he threw away the knile. In the most intense distress from his injuries and thirst, he continued on the ground for two days and nights. By some casualty, his umbrolla had been thrown near where he lay; this he got hold of and eccasionally raised, hopping by it to attract brief account of what had happened. On the morning of the third day he was discovered by a drover and relief secured. He lingered six days longer, when he died. Throughout his suiferings were nost intense, but his presence of mind acver for sook him. He was about 32 years of age. He most intense, but his presence of mind never sock him. He was about 32 years of age. was a worthy and highly esteemed citizen

GRAND LARCENY.—John Dolan, a carman, was vesterday arrested by officer Patterson, of the Lower Police Court, charged with stealing \$132 from the mantel piece in the office of Josiah W. Brown, anctioneer, of 94 Broadway. No money was found on his person when strested. The porter of the store, however, swears that he saw han agas the mantal bases when the mantal bases when the mantal bases when the mantal bases when the saw han agas the mantal bases are saw that the saw han agas the mantal bases are saw that the saw han agas the mantal bases are saw that the saw has a saw the saw that near the mantel piece wheathe money was the He was committed by Justice Lathrep for trial.

COMMON COUNCIL PROCEEDINGS.

Overcost. 1 Board of Aldermen.

STATLO FISION ... TENDAY, New, 19.

Persent ... Mongan Mongans, Esq., President;
Aldermon Griffin, Ded. e. Wood, Oakiey, Chapman, Kelly
Smith, Ball, Hawe, Money, Shaw, Cook, Bard, Britton, Delaumber, Frankin and Coreking, and Special States of the Cook of the Co

Alderman Frankin presented the following resolution, viz.:

Resolved, (If the Board of Assistant Aldermen concur.)
That the Counsel of the Corporation be, and he is hereby instructed to prepare and procure to be presented and passed by the Legislature, at its next session, an application to amend the third section of the act entitled "An act to shoend the Charter of the City of New-York," passed April 24, 1750, so that the same shall provide for the holding of the stated sessions of the Common Council on the first Monday of every month, instead of as is therein provided, on the list Mondays of January, May and September, also, to amend said third section so that special sessions of the Common Council may be called by the President of each Board, (instead of as is therein provided, by the Mayor, on the request, in writing of a majority of the members elected,) when, in his judgment, the public interest requires or demand it, which was referred to the Committee on Law Department.

when, in his judgment, the public interest requires or demand it, which was referred to the Committee on Law Department.

The Committee on Wharves, Piers and Slips, to which was referred back a report of the same Committee, presented a report in favor of paying the contractor for building the pier at the foot of \$81h-st, E.R. the balance of his contract, adhering to their former action in the premises.

Ald, Wood moved to lay the same on the table, but afterward withdrew the same.

Ald, Miller moved to refer it back to the Committee, which was carried.

FAFERS FROM THE BOARD OF ASSISTANTS.

A Report of the Committee on Lands and Places in favor of extending out the fence around Madison-square to the line of the Court pards on 5th-avonue and 2d-dst.—which was referred to Committee on Lands and Places.

A Report of the Committee on the Fire Department in favor of allowing Hook and Lasder Company No. 3 ten additional men—which was referred to the Committee on Fire Department.

A Report of the Finance Committee in favor of remitting tax of 1848 on Lying-In Asylum, \$31 Marion-st.—which was referred to the Committee on Fire Department recommending a non-concurrence in the resolution adopted by this Board, to purchase one of "Tarris" Fire Engines—which was non-concurred in by this Board Nov. 9, 1850—was returned with an indorsement that said Board hard adhered to their former action. On motion, the same was laid on the table.

A report of the Committee on Law Department, in favor of confirming the assessment hist, for regulating &c. 31st-sl.

was returned with an indorsement that said Board had adhered to their former action. On motion, the same was laid on the table.

A report of the Committee on Law Department, in favor of confirming the assessment list for regulating &c. dist-strom 2th to 9th avenues, and appointing Abner Sandford Collector therefor, which was concurred in on a division, viz.: Affirmative—Aid. Griffin, Dodge, Wood, Chapman, the President, Aid. Smith, Bail, Haws, Miller, Shaw, Cook, Bard, Britton and Franklin—14.

A report of the Committee on Wharves, Piers and Slips, in favor of extending 7th-street to the extension line of Tompkins-st.—which was referred to the Committee on Wharves, Piers and Slips.

A report of the Committee on Wharves, Piers and Slips, in favor of extending 7th-street to the extension line of Tompkins-st.—which was referred to Gommittee on Wharves, Piers and Slips, but subsequently, on motion of Aid. Dodge, reconsidered and concurred in on a division, viz.: Affirmative—Aid. Griffin, Dodge, Wood, Oakley, Chapman, the President, Aid Smith Bail, Haws, Miller, Shaw, Cook, Bard, Delamater and Franklin—15. Negative—Aid. Britton—1.

Ald. Miller moved an adjournment, which was lost on a division, viz. Affirmative—Aid. Griffin, Dodge, Chapman, Smith, Haws, Cook, Bard, Britton, Delamater and Franklin—10.

A report of the Committee on Police in favor of paying medical bills of Drs. De Forest, Johnson and Marsh, which was referred to Committee on Police.

A motion was here made to adjourn, which was lost on a division, viz. Affirmative—Aid. Griffin, Dodge, Chapman, Smith, Cook, Bard, Britton, Delamater and Franklin—9.

A report of the Committee on Law Department in favor of confirming the assessment list for widening, &c. Blooming dale road between Thava, and 50th st. and appointing Adner Sanford collector, which was concurred in on a division, viz. Affirmative—Aid Griffin, Dodge, Wood, Chapman, Smith, Cook, Bard, Britton, Delamater and Franklin—13.

Aid. Miller meed an adjournment, which was lost on a division, viz. Affi

For laying cross-walk in Broadway between Spring and Prince-st.

Princess.

For regulating 52d-st, between 4th and 5th avenues.

For flagging 52d-st, between 5th and 16th avenues.

For laying a cross-walk corner of Cornells and Fourth-st.

For laying cross-walk normer of Cornells and Fourth-st.

For flagging cross-walk in 25th-st, between 4th and 16th avs.

For flagging 76th-st, and flagging sidewalks between 4th venue and Broadway.

For repaying 21st-st, from Fourth to Lexington-avenue.

For flagging sidewalks in 22d-st, between 5th-av. and Broadway.

For repaying sistest from Fourit or Dealington-water For flagging sidewalks in 224-st. between 5th-av. and Broadway.

For regulating and grading and Macadamizing 50th-st. between 7th and 8th ava. which were severally approved by said Board, were concurred in on a division, viz: Aftr-mattive—Ald. Griffin, Dedge, Wood. Chapman, the President, Ald Smith, Haws, Miller, Cook, Bard, Britton, Delamater, and Franklin—13.

A report of the Committee on Finance of the Board of Aldermen, in favor of invititing the members elect of the Legislature of this State to visit the City and its Institutions was returned, Nos-concurred in.

Ald. Haws moved that the former action of this Board be athered to, which was carried.

Ald Wood moved that the Board do now adjourn, which was lost on a division, viz: Affirmative—Ald. Wood, the President, Ald. Haws, Miller and Delam ater—5. Negative—Ald. Griffin, Dodge, Chapman, Smith, Cook, Bard, Britton and Franklin—5.

Aid. Griffin, Dodge, Chapman, Smith, Cook, Bard, Britton and Franklin—8.

A Report of the Committee on Streets in favor of the adoption of a resolution passed by the Board of Assistants to number all streets above 21st-st amended by this Board Nov. 12, 1250, and as amended concirred in, was returned by said Board with their former action adhered to, which was referred to the Committee on Streets.

Aid. Miller here moved to adjourn, which was lost on a division, viz. Affrontine—Aid. Wood, the President, Aid. Havs, Miller, Delamster—5. Negative—Aid Griffin, Dodge, Chapman, Smith, Cook, Bard, Britton, Franklin, Cooks-lin—8.

Chapman, Smith, Gook, Bard, Britton, Flakani, Colockinia—8.

A communication was received from the Register in relation to the want of accommodation for the transaction of public business in his office, which was referred to the Committee on Repairs and Supplies.

Aid. Delainater moved that the Board do now adjourned was carried on a division, viz. Affirmatice—Aid. Wood. Oakley, the President, Aid. Haws, Miller, Cook, Bard, Delainater and Frankin—5. Negative—Aid. Griffin, Dodge, Chapman, Smith and Britton—5.

Whereupon the President announced that the Board stood adjourned until to-morrow the 20th instant, at 5 o'clock, P. M.

D. T. VALENTINE, Gierk.

Nov. 13, 1820.

Martin Newman M. of Lanesbero', Pa. Foor Improvements in Excavating Machinea. Dated Nov. 19, 1890.

Jonathan Hovey Robinson of Charlestown, Mass. For Improvement in Pessaries. Dated Nov. 19, 1830.

Edwin F. Shoenberger of Pittsburgh, Pa. For Improvement in Extension Tables. Dated Nov. 18, 1850.

Samuel Swett of New-York, N. Y. For Improvement in System Charleston, Park Nov. 19, 1850.

Withelm Zaleer of Cincinnati, Ohio. For Improvement in Bestends. Dated Nov. 19, 1850.

DESIGNS.

John S. Rovecof Capievine, N. V. For Design for Car-riage Plate. Dated Nov. 19, 18, a Charles P. Chence and George B. Gorden of Boston, Mars. For Compt for Spoon Hamilton, Dated Nov. 19, 1850.